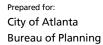






# **Bolton / Moores Mill**

Transportation and Circulation Study





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In association with URS, Inc. Our Ref.: GABPA001.0001/Rpt1964

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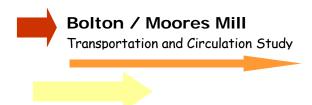
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# Appendix A

Summary of Public Involvement Program

- 1 Advisory Committee Meeting Summaries
- 2 Public Meeting Overview and Findings



#### 1. Introduction

### 1.1 Purpose and Need

The City of Atlanta has undergone several planning processes for the Bolton/Moores Mill Road area, including the Northwest Framework Plan and the 2002 Livable Centers Initiative (LCI) study. While both of these studies provided a vision for future growth and guidelines to help direct that growth, neither study addressed a key transportation issue – the relationship between industrial traffic and passenger vehicle traffic. In 2004, the community and the City of Atlanta initiated a supplemental study, the Bolton Road/Moores Mill Road Transportation and Circulation Study, with this purpose in mind. The goal of this study is to identify specific projects and actions necessary to implement the vision identified through the 2002 LCI study and other studies, while addressing the transportation issues within the area. More specifically, this study identifies specific actions to provide the most appropriate transportation network by addressing the following:

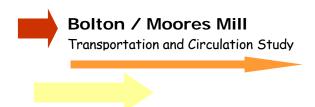
- Industrial traffic circulation and 2002 LCI study goals
- Dedicated lanes for specific classes of traffic
- Interconnectivity of the transportation system

This study, funded by the LCI program administered by the Atlanta Regional Commission (ARC)<sup>1</sup>, builds on the general transportation strategies identified in previous studies for improving industrial traffic circulation while protecting other modes of transportation and transportation users. Results of this study include specific recommended improvement concepts, a detailed deployment plan, and a capital improvement program.

### 1.2 Study Area

The study area is located in northwestern Atlanta along the southeastern bank of the Chattahoochee River. The study area is bounded by the Chattahoochee River to the northwest, a CSX rail line to the northeast, the CSX Tilford Railyard to the southwest,

<sup>&</sup>lt;sup>1</sup> The ARC provided 50 percent of the study costs. The Bolton/Moores Mill Road community provided the remaining 50 percent.



the Norfolk Southern Inman Railyard to the south, and the Whittier Mill neighborhood to the west. The study area includes the length of Marietta Boulevard from the river south to the rail line, at approximately Huff Road. A study area map is included as Figure 1 in Section 6.

The railroad lines that dissect the area provide the predominantly industrial character. Heavy industry and warehousing have developed near the railroad tracks that lead to the Norfolk Southern Inman Railyard and CSX terminals in the heart of the area. This community has primarily served as the industrial support area for Atlanta and the region; however, the area is experiencing a rebirth in residential development, as evidenced by the Adams Crossing and DuPont Commons neighborhoods and the new Perry Homes development. The study area includes a major part of Neighborhood Planning Unit (NPU) D and the western part of NPU C. Additionally, this study includes the Bolton, Riverside, Hills Park, and sections of the Whittier Village neighborhoods.

#### 1.3 Study Process and Methodology

The study process and methodology include a combination of technical and nontechnical elements used to develop realistic solutions for the area. Five main tasks characterize the development of this plan, as illustrated to the right and described below.

**Task 1:** Engage the Community. This task provided a base for the entire study and included both outreach and involvement activities. Community participation included an advisory committee, stakeholder interviews, and three general public meetings. This input assisted in the identification of issues, opportunities, potential recommendations, and prioritization of projects.

TASK ONE
Engage the Community

TASK TWO
Establish Existing Conditions

TASK THREE
Analyze Existing Conditions

TASK FOUR
Develop Recommendations

TASK FIVE
Develop Final Plan and Five-year
Transportation Program

**Task 2:** Establish Existing Conditions. This task involved the collection of data, including: traffic operations; issues, opportunities, and strengths of the area; circulation patterns; planned growth; and overall condition of the transportation network.

**Task 3:** Analyze Existing Conditions. This phase consisted of an analysis of traffic conditions in the study area, such as traffic volume by class, condition of network, and potential project constraints, including environmental issues, right-of-way, and funding.



**Task 4:** Develop Recommendations. This phase included the identification of candidate transportation projects and the selection of preferred improvements. The advisory committee was instrumental in guiding the selection of final draft recommendations, which were then presented to the general community.

**Task 5:** Develop Final Plan. This phase included preparation of conceptual plans for priority projects with an action plan describing project limits, cost estimates, responsible parties, and potential funding sources.

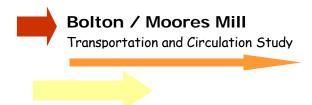
This plan was developed by ARCADIS with assistance from URS, Inc. and in close coordination with the City of Atlanta Bureau of Planning. This report is organized into six additional sections, as described below, including a section for figures and an appendix.

Section 2: Existing Conditions
Section 3: Problem Definition
Section 4: Recommendations

Section 5: Action Plan Section 6: Figures

Appendix A: Summary of Public Involvement Program

**Bolton / Moores Mill** 



## 2. Existing Conditions

The existing conditions analysis provides a snapshot of the study area to provide area stakeholders and the City of Atlanta with information related to the most pressing issues and opportunities within the area. This snapshot is guided by both technical and nontechnical elements (as described below) and provides an overview of the community's perception of existing conditions, the existing transportation network, and traffic conditions.

#### 2.1 Community Input

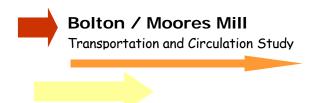
Public input was critical to defining consensus solutions through the identification of issues, opportunities, desired changes, and potential recommendations. To that end, a public involvement program that included an innovative combination of methods to actively engage the public was implemented. The process focused on stakeholder involvement and communitywide meetings with supporting activities to publicize these events. The underlying philosophy of this program was to provide opportunities for detailed public input throughout the planning process to vest the public in the implementation of recommendations. A summary of all public involvement activities is included in Appendix A.

#### 2.1.1 Outreach

Outreach included media partnerships, web site updates, project meeting signage, and invitations. Before each public forum, the project team provided the City with informational materials for distribution to the local and regional media. In addition, signs were strategically located in the study area prior to each public meeting. The City sent invitation letters to key affected stakeholders to request their participation in the study. The City of Atlanta official web site was also used to advertise the community events and study materials, including maps, presentations, and documents. It is anticipated that the final plan and each implementation success will be posted on the web site to encourage continued awareness and interest in the study and recommended actions.

#### 2.1.2 Involvement

Involvement of the community was sought through the establishment of an advisory committee, interviews, and community meetings. The City, with assistance from the project team, identified an advisory committee consisting of 10 to 15 local



representatives of key community groups and organizations that were thought may impact or be impacted by this study. The purpose of this committee was to identify problems and concerns within the study area, assist in the development of a preferred circulation scenario, and evaluate and select final recommendations of the study. This committee also guided other public involvement activities. The project team conducted three meetings with the advisory committee at key decision points during the study process. In addition, interviews were conducted separately with key stakeholders to discuss issues, opportunities, and mobility needs.

Communitywide meetings were held to increase the level of understanding of the project, provide opportunities for the general public to guide the outcome of the project, and to make certain that the plan was built on the community's vision for the future. Each meeting was held at a central location and a convenient time and place so that all interested parties, including the advisory committee, would have an opportunity to attend. In addition, each meeting was heavily advertised through the media and the outreach methods described above. The results of each public forum are documented in Appendix A.

#### 2.1.3 Key Issues and Opportunities

The public identified the key issues and opportunities shown below, which guided both the collection of data and the identification of recommended activities.

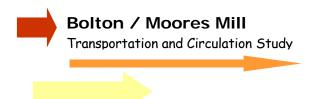
Strengths	Issues	Desired Changes/Opportunities
Transportation	Truck traffic, speed, and volume	Add sidewalks
Location	Existing infrastructure	Reroute truck traffic
Community	Intersections	Improve roadways
		Improve traffic control (i.e., intersections)
		Add bicycle facilities
		Add traffic-calming measures
		Improve transit

The community also helped to identify specific origin/destination points and transportation issues and opportunities by location. For a summary of this input, please see Figure 2 in Section 6.

### 2.2 Data Collection Efforts

The technical elements rely on hard facts related to existing and future travel patterns, size and location of major traffic generators, capacity and operation of the





transportation system, existing and planned land uses, potential growth and redevelopment, and related issues and constraints.

The technical elements include the following:

- Traffic data collection throughout the study area
- Existing traffic conditions
- Vehicular delays and levels of service
- Existing and planned transportation infrastructure in the study area
- Previous studies
- Existing zoning and land use

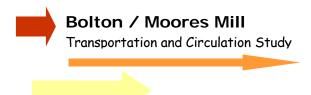
Previous studies and data from a variety of sources, including the City of Atlanta, the ARC, and the Georgia Department of Transportation (GDOT), provided a base layer of information on which to begin the study. Data obtained included:

- Planned improvement projects (transportation and land use)
- Corridor accident ratio using GDOT data
- Transit routes and stops
- Relevant studies, plans, and programs, including the 2002 LCI, the 2030 Regional Transportation Plan (RTP)/Transportation Improvement Program (TIP), the Northwest Atlanta Framework Plan, and the Northeast Connectivity Study

Available data was supplemented with new data collected by the project team, including:

- 24-hour vehicle classification counts along critical roadway segments
- Horizontal roadway geometrics
- Traffic signal locations

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- Public, stakeholder, and agency input (see Appendix A)
- Overall condition of transportation infrastructure (through field observation)

Special data collection efforts included quantifying current traffic volumes along Bolton Road from James Jackson Parkway to Marietta Boulevard, and along Marietta Boulevard just south of Bolton Road. In conjunction with new traffic count data, multiple field visits were conducted to validate traffic volumes, observe traffic flow conditions, and document physical conditions of the existing roadways.

Vehicle classification counts were conducted to determine the percentage of heavy vehicles using the existing roadways. Traffic count data was collected by Traffic Data Collection of Atlanta, Georgia, under contract to ARCADIS/BPA. Twenty-four-hour vehicle classification counts were taken at the following five locations:

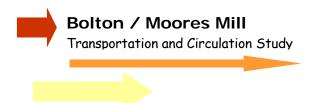
- Marietta Boulevard south of Bolton Road
- Bolton Road between Marietta Boulevard and Marietta Road
- Marietta Road south of Bolton Road
- Bolton Road between Hollywood Road and Marietta Road
- Bolton Road west of Hollywood Road

## 2.3 Transportation Network Description

## 2.3.1 Road Network and Layout

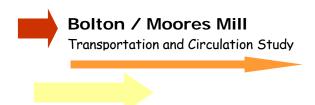
The primary roadway network within the study area is comprised of the following:

- Bolton Road
- James Jackson Parkway
- Hollywood Road
- Marietta Road
- Marietta Boulevard



These roadways serve as both collectors for the area and as access points to the rest of the Atlanta region and are discussed in more detail below. The study area also includes several primarily residential roads. For an overview of the transportation network, please see Figure 3 in Section 6.

Roadway	Туре	Purpose	Speed Limit	Condition
Bolton Road  2-lane major collector  collector  Serves as the only east-west collector, connecting two arterials, Marietta Boulevard and James Jackson		35	Asphalt-concrete surface in substandard condition with multiple asphaltic failures, significant rutting, and extensive intersection pavement damage at Hollywood Road, Marietta Road, and Marietta Boulevard	
		Parkway		In addition, traffic flow at the Hollywood Road and Marietta Boulevard intersections are influenced by obtuse-angled approaches. These approaches constitute a safety hazard in regard to typical signalized operation/clearance intervals, driver habits, and sight distance restrictions.
Marietta Boulevard	4-lane arterial	Provides access to Cobb County and downtown Atlanta	50	Asphalt-concrete surface in acceptable condition with minimal to moderate asphalt throughout
for commuter traffic and is a primary connection to Interstate 285			Significant intersection pavement damage exists at Bolton Road, in addition to hazardous obtuse-angles, limited sight distance, and clearance time.	
Marietta Road	2-lane minor collector	Provides access to residential areas and as a north-	30	Asphalt-concrete surface in undesirable physical condition with moderate asphalt throughout
	south connector between Bolton Road and Perry Boulevard		Significant intersection pavement damage at Bolton Road	
Hollywood Road	2-lane minor		30	Asphalt-concrete surface with moderate asphaltic conditions
		,		Significant intersection pavement damage at Bolton Road, in addition to hazardous obtuse-angles, limited sight distance, and clearance time

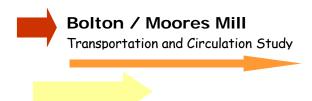


Primary Roa	Primary Roadway Network					
Roadway	Туре	Purpose	Speed Limit	Condition		
Moores Mill Road	2-lane collector	Receives traffic from the Buckhead area	35	Asphalt-concrete surface in moderate condition		
		Serves as a primary connection to Interstate 75				
James Jackson	4-lane arterial	Receives traffic from Cobb County	50	Asphalt-concrete surface in acceptable condition		
Parkway		and from the Bankhead area and		Moderately asphaltic throughout		
1		serves as a primary connection with Interstate 285		Moderate intersection pavement damage at Bolton Road		

For the purposes of this study, traffic data was collected from Bolton Road, Marietta Boulevard, and Marietta Road. This data is summarized in the table below.

Peak Hour and 24-hour Volumes <sup>2</sup>				
Roadway	Peak Hour Volume	24 hour Volumes	LOS	
Bolton Road (between James Jackson Parkway and Hollywood Road)	900 (a.m.) 600 (p.m.)	12,877 total vehicles 2,318 (18%) heavy vehicles	D	
Bolton Road (between Hollywood Road and Marietta Road)	900 (a.m.) 600 (p.m.)	13,284 total vehicles 2,524 (19%) heavy vehicle	D	
Bolton Road (between Marietta Road and Marietta Boulevard)	900 (a.m.) 600 (p.m.)	8,888 total vehicles 1,422 (16%) heavy vehicles	D	
Marietta Boulevard	659 (a.m.) 755 (p.m.)	17,404 total vehicles 3,307 (19%) heavy vehicle	А	
Marietta Road	164 (a.m.) 244 (p.m.)	6,407 total vehicles 1,089 (17%) heavy vehicle	E	

 $<sup>^2</sup>$  All traffic counts were recorded in November 2004 while school was in session. All roadway segment analysis, Level of Service (LOS), uses the Two-Lane Highway module of Highway Capacity Software 2000 (HCS 2000).



### 2.3.2 Alternate Modes of Transportation

#### 2.3.2.1 Sidewalks

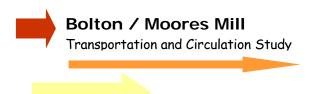
Evidence within the study area, including beaten pathways along Bolton Road and Marietta Boulevard, indicates a significant level of pedestrian traffic; however, pedestrian facilities within the study area (see Figure 3, Section 6) are severely limited, predominantly substandard, and have little connectivity. Pedestrian facilities within the study area are located at/along the following locations:

- Main Street from Bolton Road to Hollywood Road
- Collins Drive south of Bolton Road
- Bolton Road from Paul Avenue to Barnett Drive
- Marietta Road extending south of Bolton Road just before La Dawn Lane
- Adams Drive from Rando Lane to Marietta Road
- La Dawn Lane from Marietta Road to Maid Lane
- Marietta Boulevard from Bolton Road to and through Bolton Drive
- Coronet Way from Moores Mill Road to Marietta Boulevard

These existing facilities are primarily in substandard condition, with a lack of connectivity and significant structural defects. Existing conditions do not provide adequate pedestrian access throughout the study area and, subsequently, represent hazardous conditions within the pedestrian environment. In addition, pedestrian signal head, timing, and phasing do not exist.

#### 2.3.2.2 Bicycle Facilities/Multiuse Paths

The only multiuse path currently servicing the study area is along previous CSX Railroad right-of-way connecting Marietta Road and Marietta Boulevard. This path is maintained by The PATH Foundation. Roadway conditions, including travel speed, pavement condition, and roadway width, prohibit the safe use of existing roadways for bicycle travel, aside from the Bolton Road segment between Collins Drive and the



railroad overpass. There are no other bicycle and/or multiuse facilities in the study area.

#### 2.3.2.3 Transit Service

The study area is currently served by six MARTA bus routes, as illustrated on Figure 3 in Section 6. These routes include:

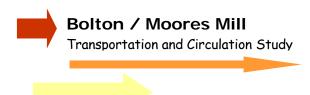
- 1 Coronet Way
- 26 Perry Boulevard
- 44 West Wesley/West Paces (selective trips)
- 52 Knight Park
- 58 Bolton
- 60 Hightower/Moores Mill

These bus routes provide service to the rest of the MARTA service area via six MARTA rail stations, including Five Points, North Avenue, Lindbergh Center, Ashby, West Lake, and Hamilton Holmes. The primary route in the study area is Route 60, which connects to the Hamilton Holmes Station.

The Northwest Connectivity Study is currently determining additional transit options for the area.

## 2.3.3 Traffic Management Locations

There are five primary signalized intersections in the study area, all located on Bolton Road at James Jackson Parkway, Main Street, Hollywood Road, Marietta Road, and Marietta Boulevard. Each intersection operates as fixed-timed isolated signal, with the exception of James Jackson Parkway, which operates as a fully-actuated isolated signal. None of the intersections are adequately equipped to service pedestrian movements.



## 2.4 Previous Planning Efforts

#### 2.4.1 Studies/Plans

Several past studies incorporated significant portions or encompassed this study area in their evaluation and provided a valuable base of information for this supplemental study. These include:

- Northwest Atlanta Framework Plan
- 2002 Bolton/Moores Mill LCI Plan
- Northwest Connectivity Study Phase I and II (sponsored by the Georgia Regional Transportation Authority [GRTA])

#### 2.4.1.1 Northwest Atlanta Framework Plan

The Northwest Atlanta Framework Plan created visions and implementation strategies for corridors within northwest Atlanta, including Bolton Road, Marietta Boulevard, and Chattahoochee Avenue. Key transportation recommendations from this study include:

- Intersection improvements
  - Bolton Road/Marietta Boulevard
  - Bolton Road/Hollywood Road
- Traffic calming along Bolton Road and Hollywood Road
- Proposed truck routing plan
- Connecting roadway between Marietta Road and Marietta Boulevard

#### 2.4.1.2 2002 Bolton/Moores Mill LCI Plan

The 2002 LCI created a more defined vision for the Bolton/Moores Mill area and included the following key transportation recommendations:



- Modified grid network
- Bicycle/pedestrian facilities
- Streetscaping improvements
- Intersection improvements
- Transit service improvements

#### 2.4.1.3 Northwest Connectivity Study

The primary purpose of the Northwest Connectivity Study is to improve transportation connections among activity centers in the study area, including the Bolton Road/Moores Mill Road area. Phase I resulted in a locally preferred alternative that did not include heavy transit improvements within the study area. Phase II will include implementable projects for key arterial highways, including:

Marietta Boulevard: Atlanta-Bolton

Atlanta Road: Bolton-Cumberland

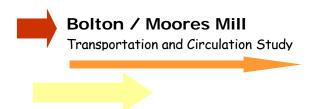
South Cobb Parkway: Cumberland-Marietta

Northside Drive: I-75-Atlantic Station

## 2.4.2 Programs/Projects

Several projects are currently funded or programmed within the study area, including some from previous study efforts (see Figure 4, Section 6). Under the City of Atlanta Quality of Life Program, the sidewalk, streetscape, and resurfacing projects below are planned for the study area.

Project	Description
Bolton Road Phase 1 Sidewalks	Sidewalk improvements on Bolton Road from Marietta Boulevard to James Jackson Parkway
Bolton Road Resurfacing*	Resurface Bolton Road from Marietta Boulevard to James Jackson Parkway



Project	Description
Hollywood Road Intersection/Streetscapes*	Intersection and streetscape improvements at Hollywood Road at Bolton Road, Perry Boulevard, and Hightower Road
Perry Boulevard Streetscapes*	Streetscape improvements along Perry Boulevard
Hollywood Road/Bolton Road Intersection Improvements	Improve oblique angle
Bolton Road Phase 2 Sidewalks	James Jackson Parkway to Donald L. Hollowell Parkway

In addition, the projects in the table below are included in the 2005-2010 TIP.

Project	Description	Phase	Year	Project Cost
Marietta Boulevard Streetscape (AT-AR-BP303)	Streetscape improvements on Marietta Boulevard from West Marietta Street to the Atlanta city limit	CST	2006	\$1,250,000
Bolton Road Intersection Improvements (AT-AR-245)	Reconfigure the six-approach intersection to split into two separate coordinated intersections; includes pedestrian crossings at Bolton Road and Marietta Boulevard	PE	2004	\$125,000
Hollywood Road (AT-AR-BP120)	Sidewalks along SR 70 (Bolton Road), Spring Street	CST	2005	\$450,000
James Jackson	Bridge Improvement at James Jackson Parkway at Chattahoochee River; includes approaches	PE	AUTH	
Parkway Bridge (AT-108A and		ROW	2006	\$1,765,000
108B)		CST	2007	\$7,000,000
	Chattahoochee River; includes approaches	PE	AUTH	
		ROW	2006	TBD
		CST	2007	\$2,000,000
CST = Construction	on			

PE = Preliminary Engineering

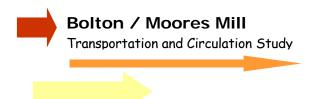
ROW = Right-of-Way

Finally, The PATH Foundation is planning several trail extensions along the following routes:

 Perry Boulevard and Paul Avenue along the Chattahoochee River to Parrott Avenue

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 Marietta Boulevard from the Chattahoochee River crossing to and through a residential zone between Marietta Road and Marietta Boulevard, and terminating at an existing bike trail



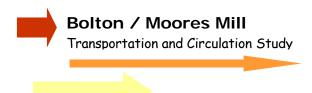
## 3. Problem Definition

As stated earlier, the project team gathered relevant data for analysis in concert with field investigations to determine existing transportation/circulation patterns, identify traffic operational issues, identify constraints and opportunities, and assess future mobility needs. In addition, the analysis specifically addressed industrial/heavy truck traffic through detailed field observations by traffic engineering staff during peak period and varied off-peak times. As part of this analysis, the project team reviewed the following:

- Truck and heavy vehicle routing
- Truck and heavy vehicle impacts
- Intersection efficiency
- Topographical/environmental constraints
- Right-of-way constraints
- Transportation demand reduction measures
- Through traffic and internal multimodal mobility requirements
- Interconnectivity of transportation system
- Public and private investment policy
- Accessibility to and mobility between LCI areas and other activity centers
- Feasibility of converting Thomas Street area/CSX rail right-of-way to industrial traffic use
- Potential impacts of previous studies

The transportation analyses focused particularly on those areas that were identified by study participants as the most critical areas of concern, including:

Heavy vehicle/truck traffic circulation



- Existing infrastructure (traffic-calming strategies, roadway geometrics, etc.)
- Intersection improvements

In conjunction with these areas of concern, desired transportation changes were also cited and assessed as part of the transportation analysis. These included:

- Provision or improvement of sidewalks
- Rerouted truck traffic
- Improved roadways
- Improved traffic control (i.e., intersections)
- Provision of bicycle facilities
- Utilization of traffic-calming techniques to mitigate truck traffic
- Enhancement of transit services in the area

Specific analysis techniques involved traffic operational analyses, conceptual design, and location analysis. Mitigation techniques, planned projects, and previously proposed strategies were combined in varying degrees with desired transportation changes to provide viable alternatives and approaches to address areas of concern. The following provides an overview of the existing conditions analysis in the form of issues and opportunities.

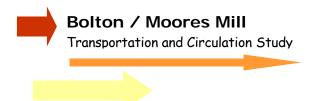
#### 3.1 Issues

## 3.1.1 Efficiency of Intersections

The primary traffic circulation issue relates to the efficiency of intersections. The following intersections, which act as key intersections within the study area, severely limit the efficient movement of vehicle traffic within the study area.

#### 3.1.1.1 Bolton Road at Hollywood Road

As stated in Section 2, geometric conditions at the intersection of Bolton Road at Hollywood Road are currently substandard. The Hollywood Road approach is aligned at an obtuse angle that presents sight distance restrictions as well as an increase in



clearance times. The mainline (Bolton Road) is not aligned as the through traffic roadway segment, thus hazardous maneuvers may be made by motorists on Bolton Road. In addition, pavement deterioration presents additional hazardous conditions for stopping and turning vehicles and traffic signal operations do not support pedestrian movements.

#### 3.1.1.2 Bolton Road at Marietta Road

Geometric conditions at the intersection of Bolton Road and Marietta Road are currently substandard. Fisher Avenue approaches at an obtuse angle and at a steep grade, resulting in significant sight distance restrictions as well as an increase in clearance times. Pavement conditions also present hazardous conditions for stopping and turning vehicles. Also, geometrics do not support heavy vehicle turning movements, resulting in hazardous conflicts with passenger vehicles, pedestrians, and heavy vehicles. Traffic signal operations do not support pedestrian movements, thereby compromising the safety of pedestrians.

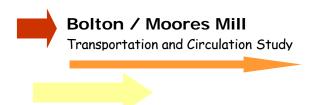
#### 3.1.1.3 Bolton Road at Marietta Boulevard

Geometric conditions at the intersection of Bolton Road and Marietta Boulevard are currently substandard. The intersection is comprised of six approaches with obtuse-angled approaches on Bolton Road and the Bolton Road extension. With six approaches, intersection capacity is significantly reduced due to the number of phases required to service all approaches. Due to intersection geometrics, clearance times are dangerously high. Pavement conditions also present hazardous conditions for stopping and turning vehicles. Traffic signal operations do not support pedestrian movements, thereby compromising the safety of pedestrians.

#### 3.1.2 Topographical, Environmental, and Right-of-Way Constraints

Topographical, environmental, and right-of-way constraints also present issues to circulation. Right-of-way acquisition, environmental clearance, and physical topography issues present themselves throughout the study area along Hollywood Road, Bolton Road, Marietta Road, and Marietta Boulevard.

The proximity of buildings to existing right-of-way along most of the roadways in the study area will significantly increase projects costs. Specifically, several buildings along the majority of Bolton Road are located almost directly on the right-of-way. In addition, if new roadways are proposed, there will be a significant amount of right-of-



way to be purchased. Intersection improvements to Bolton Road and Marietta Boulevard could also require significant right-of-way purchases in realigning Adams Drive.

Overall, the likelihood of environmental clearance issues primarily exists in the greenspace separating Adams Drive and Bolton Road north of Rando Lane; however, due to the presence of wetlands, additional environmental issues could present themselves if railroad right-of-way is to be implemented.

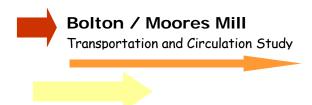
The study area does not contain substantial topographical changes. The most significant topography issue that may impact the area is railroad geometric restrictions, which would dictate a very high clearance above the rail lines.

#### 3.1.3 Industrial Traffic Needs

The primary industrial traffic needs center around Norfolk Southern Intermodal traffic and multiple points located at the southern portion of Marietta Boulevard, including CSX. In fact, Norfolk Southern Intermodal traffic represents the single largest industrial traffic generator in the study area. Industrial traffic needs can be somewhat quantified in the high percentage of heavy vehicle traffic on the study area roadway network. Needs are based primarily on geographic proximity to Interstate 285 and sufficient roadway substructure to facilitate use of the shortest path.

#### 3.1.4 Passenger Traffic Needs

Non-industrial or passenger traffic needs are centered on internal circulation and pedestrian/vehicular safety. By minimizing roadway congestion, enforcing traffic law compliance, and reducing heavy vehicle traffic percentages, overall operations in traffic flow and safety increase. The main issue for passenger traffic needs is traffic flow through intersections. In addition, the heavy commuter traffic coming to/from Cobb County presents an issue due to increased use of the roadways within the study area. Potential modifications will need to increase vehicular safety through geometric realignments, queue reductions, and optimized signal timing.



### 3.2 Opportunities

### 3.2.1 Transportation Demand Management Measures

Some limited opportunities exist to reduce single-occupant vehicle trips through increased focus on transportation demand management (TDM) measures. The proximity to downtown Atlanta is an attractive feature driving the development of additional residential uses now and into the future. There is some opportunity to limit those commuter trips through increased carpools, vanpools, and transit utilization; however, TDM strategies are not likely to significantly mitigate the demands of truck traffic in the area, which is a major component of the overall travel demand in the area. The Northwest Connectivity Study (Phase II) should provide recommendations for TDM strategies that can be applied to this area.

#### 3.2.2 Traffic Calming

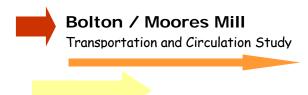
Traffic calming typically aims at addressing excessive speed issues. It also seeks to increase overall safety of the pedestrian environment. Throughout the study area, traffic-calming opportunities present themselves on Hollywood Road, Bolton Road, Marietta Road, and residential areas within. James Jackson Parkway and Marietta Boulevard are arterial roadways, thus traffic calming on these roads cannot and should not be applied.

Potential traffic-calming measures for minor collectors (Hollywood Road and Marietta Road) include:

- Stop-controlled intersections
- Speed monitoring (digitally displayed and/or used with flashing beacons)
- Installations of chicanes
- Installation of center islands
- Installation of traffic circles
- Textured pavement in conjunction with intersection calming

Potential traffic-calming measures for major collectors (Bolton Road) will be different based on higher traffic volumes. These include:

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- Speed monitoring (digitally displayed and/or used with flashing beacons)
- Installations of chicanes
- Installation of center islands
- Installation of roundabouts

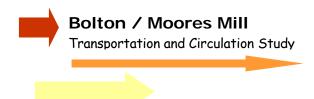
Residential areas within the study area can be subjected to much more aggressive traffic-calming measures. Potential traffic-calming methods include:

- Stop-controlled intersections
- Speed monitoring (digitally displayed and/or used with flashing beacons)
- Installations of chicanes
- Installation of speed humps/tables
- Installation of center islands
- Installation of traffic circles
- Textured pavement in conjunction with intersection calming
- Street closures/cul-de-sacs

## 3.2.3 Bicycle and Pedestrian Facilities

As stated previously, bicycle and pedestrian facilities in the area are limited and substandard. Previous studies have already indicated the need for additional facilities. Sidewalk and streetscape improvement projects are already proposed along Bolton Road, Marietta Boulevard, Hollywood Road, and James Jackson Parkway. Sidewalks should also be evaluated on Marietta Road in conjunction with traffic-calming strategies. Advanced controls for pedestrian crossings at signalized intersections could be installed to further enhance the safety of pedestrians. The controls could include such items as lighted crosswalks, street narrowing, walk time displayed pedestrian heads, and textured pavement. Proposed PATH Foundation trail routes include:

- Perry Boulevard
- Paul Avenue, running along Chattahoochee River to Parrott Avenue



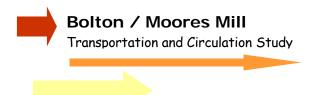
 Marietta Boulevard to Chattahoochee River, crossing to and through the residential area between Marietta Road and Marietta Boulevard, and terminating at the existing bike trail

Future PATH Foundation implementation projects/opportunities will build upon these projects.

#### 3.2.4 Intersections

Although intersections are mentioned as a problem in the issues section, improvements to existing intersections within the study area can provide opportunities to improve traffic flow, congestion, and pedestrian safety, and to redirect heavy vehicle traffic. Several concepts were developed and analyzed for the two main intersection issues identified earlier. These are described in the table below and can be seen in Section 6, Figures 5 through 8.

Potential Intersection Improvements				
Intersection	Description	Benefits	Challenges	
Bolton Road at N	Marietta Boulevard			
Concept 1 (Figure 5)	Realign to a perpendicular intersection  Reduce lanes on Marietta Boulevard from six to four  Remove Adams Drive from intersection  Extend Moores Mill to Marietta Boulevard	Improves safety Improves traffic flow Creates new entry for Adams Road Provides better roadway connectivity (Moores Mill extension)	Reduces lane capacity Requires right-of-way purchase Eliminates access to some businesses on Bolton Road	
Concept 2 (Figure 6)	Create a dual left-turn lane on Marietta Boulevard (due to the need for storage of existing queued vehicles)	Improves safety Improves traffic flow Creates new entry for Adams Road	Reduces lane capacity  Requires right-of-way purchase  Does not improve roadway connectivity	



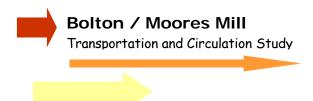
Potential Intersec	Potential Intersection Improvements				
Intersection	Description	Benefits	Challenges		
Bolton Road at Hol	lywood Road				
Concept 1 (Figure 7)	Eliminates through movement on Hollywood Road	Improves intersection safety	Cost (new road construction, traffic signal)		
	Bolton Road remains a	Discourages truck use of Hollywood Road	Long-term solution		
	through movement	Provides opportunity for	Requires residential traffic rerouting		
	Creates new alignment for Hollywood Road to Bolton Road	gateway landscaping	Requires right-of-way purchase		
			Does not improve roadway connectivity		
Concept 2 (Figure 8)	Eliminates through movement on Bolton Road	Eliminates skewed intersection approach	Cost (new road, traffic signal construction)		
	Hollywood Road remains a	Discourages use of Bolton	Long-term solution		
	Requires two 90-degree				
	turning movements (on Bolton Road)	gateway landscaping	Requires purchase of right- of-way		
			Does not increase roadway connectivity		

### 3.2.5 Heavy Vehicle Traffic

Heavy vehicle/truck traffic primarily uses the Bolton Road corridor via Marietta Road and/or Marietta Boulevard to access I-285. Marietta Boulevard, a four-lane arterial that services commercial properties, is well equipped for heavy vehicle/truck traffic use; however, as the existing conditions analysis indicates, neither Bolton Road nor Marietta Road is equipped to deal with this type of use.

Heavy vehicle traffic on residential streets is an existing issue with regard to noise impacts, traffic and pedestrian safety, and traffic operations. Although heavy vehicle traffic is necessary to support the intermodal and industrial uses in the area, it could be removed from most residential surface streets within the study area through a variety of methods, including new roadways, identified truck routes, truck obstacles through residential areas, speed enforcement, repaving, and signage.

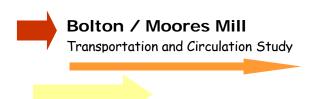
The seven heavy vehicle routes described in the table below were developed for analysis and presented to the community for review and comment.



The objectives of these routes, as shown on Figure 9 in Section 6, are to:

- Divert truck traffic from residential roads
- Increase safety
- Incorporate long-term and short-term solutions

Potential Truck Rerouting Strategies			
Options Reviewed	Benefits	Challenges	
Route 1	Diverts truck traffic from Bolton	Cost prohibitive (new road construction)	
	Road	Long term	
	Reduces vehicle congestion Increases safety in residential areas	Introduces truck traffic to neighboring residential areas	
		Requires purchase of railroad right-of-way	
Route 2 (A and B)	Diverts truck traffic from Marietta	Enforcement	
	Road Reduces vehicle congestion Increases safety in residential areas	Without enforcement, passive traffic control approaches may not keep heavy vehicle traffic from accessing Bolton Roac	
Short term Low investment		Introduces additional truck traffic to Marietta Boulevard	
Route 3 Diverts truck traffic from Bolton Road Reduces vehicle congestion		Cost prohibitive (new road construction) Long term	
	Increases safety in residential areas	Introduces truck traffic to neighboring residential areas	
		Potential traffic congestion at Hollywood Road, James Jackson Parkway, and Bankhead Highway	
Route 4	Diverts truck traffic from Bolton Road	Cost prohibitive (new road construction)	
	Reduces vehicle congestion Increases safety in residential areas	Long term Introduces truck traffic to neighboring residential areas near Perry Boulevard	
	Provides good access interchange at I-285	Potential traffic congestion at Hollywood Road, James Jackson Parkway, and Bankhead Highway	



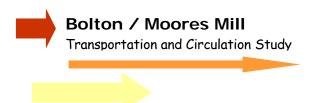
Potential Truck Rerouting Strategies		
Options Reviewed	Benefits	Challenges
Route 5 (A and B)	Diverts truck traffic from Bolton Road Reduces vehicle congestion	Cost prohibitive (new road construction)
		Long term
		Introduces truck traffic to neighboring residential areas near Perry Boulevard
	Increases safety in residential areas	
	5b possible in the short term, less costly option	Requires purchase of railroad right-of-way
		Requires construction of bridge over rail yard

Long-term mitigation can be achieved through the implementation of new roadway facilities routed from origins to destination points (Routes 1, 3, 4, 5a, and 5b). These roadways could also provide an environment where virtually all heavy vehicle traffic would be extracted from surface streets. Existing railroad right-of-way could be acquired (Routes 1, 5a, and 5b), greatly reducing the amount of residential displacement. Greenspace between Perry Boulevard and James Jackson Parkway could serve as a possible corridor (Routes 3 and 4). Also, access could be limited along these routes to eliminate heavy vehicle infiltration into residential areas. Long-term approaches would be extremely costly and would require a great deal of time to implement. The downside of each of these strategies is that they will require additional measures to prove effective, including:

- Extensive law enforcement
- Legal support<sup>3</sup>
- New design standards<sup>4</sup>

<sup>&</sup>lt;sup>3</sup>The establishment of ordinances to allow placement and enforcement of through truck prohibitions and the resistance by private industry interests.

<sup>&</sup>lt;sup>4</sup> The existing pavement cannot handle the heavy load associated with truck traffic. New roadway pavement will need to be designed to handle heavy truck traffic.



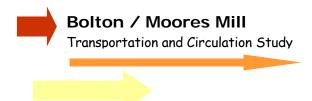
## 3.2.6 Public/Private Partnerships

The Bolton/Moores Mill Road study area has numerous opportunities for public/private partnerships. A variety of grassroots organizations can provide assistance, including, but not limited to, the following:

- Hills Park
- Parkview Neighborhood Association
- Riverside Neighborhood Association
- Whittier Mill Village Neighborhood Association
- Bolton Community Association
- Northwest Community Alliance

These organizations will be instrumental in keeping the program on track, continuing community involvement, and assisting the police department in enforcing traffic regulations.

The City of Atlanta will also need to continue communicating with the industrial users of the area, including CSX and Norfolk Southern. These facilities contribute to the area by providing employment and a tax base, but they also contribute significantly to issues related to heavy vehicles. Any recommendation for rerouting heavy vehicles will need to be continuously coordinated with CSX and Norfolk Southern. Specifically, the City will need to work with both companies to ensure that truck drivers are aware of the preferred heavy vehicle routes.



#### 4. Recommendations

Recommendations were based upon data analysis efforts and feedback from members of the community, stakeholders, and advisory committee members. Alternatives were then presented to members of the community, the stakeholders, and the advisory committee during scheduled meetings. Based on feedback received at these meetings, alternatives and approaches were refined to further address traffic circulation issues. The final recommendations focus directly on addressing the three areas of concern identified in the preliminary stages of the project by utilizing data collected, studies previously conducted in the study area (Bolton/Moores Mill LCI and Northwest Atlanta Framework Plan), planned projects (2005-2010 TIP), and transportation engineering methods during analyses.

Final project recommendations are detailed on Figure 10 in Section 6. The recommendations are presented below in the following general categories and make up a Preferred Circulation Plan:

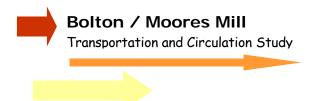
- Traffic management
- Bicycle/pedestrian
- Transit
- Traffic-calming strategies
- Intersection geometric improvements
- Heavy vehicle/truck routing

#### 4.1 Preferred Circulation Plan

#### 4.1.1 Traffic Management

As previously stated, the area is served with only three main traffic signals, which are not actualized. Improving existing and proposed traffic signal timing systems will improve overall traffic flow. This can be accomplished through a traffic inventory and signalization study to evaluate existing traffic signal timing plans in the study area for optimum performance. All proposed traffic signal systems would be timed according to conditions (coordinated/uncoordinated) for optimum performance during peak traffic conditions. This study would include field visits with the appropriate municipal

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representatives (technicians) to record actual signal timing in place; turning movement counts for the a.m. peak, p.m. peak, and off-peak time periods; data assimilation and capacity analysis; and identification of inefficient signal timing and/or specific traffic signal equipment needs. Optimized traffic signal timing parameters would be calculated and presented, if applicable.

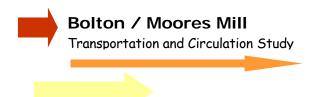
In addition, traffic signals are proposed at all new street connections due to recommended heavy vehicle routes and intersection geometric concepts. All new signals should conform to GDOT format (i.e., recent statewide 170 controller upgrades) to promote interconnectivity with existing and future intelligent transportation systems (ITS). They should also include aggressive pedestrian crossing control methods to ensure pedestrian safety and promote connectivity to the pedestrian environment.

Existing traffic signal timing plans should be evaluated for optimum performance. All proposed traffic signal systems should be timed according to conditions (coordinated/uncoordinated) to ensure optimum performance during peak traffic conditions.

#### 4.1.2 Bicycle/Pedestrian

The 2002 LCI recommended several pedestrian enhancements, including sidewalks, streetscaping, and safety features. In addition, The PATH Foundation has an initiative in place to enhance the bicycle/pedestrian environment, with multiple funded and future projects planned. These planning efforts were evaluated in this study effort and coincide with the recommendations presented. The 2002 LCI recommendations supported by this plan include:

- Add a traffic signal and crosswalk striping at new Marietta Boulevard/Moores Mill Road Extension intersection
- Reconstruct and restripe Marietta Boulevard based on revised street sections, including sidewalks and a landscaped median
- Design landmark/gateway and implement new landscaping at Bolton Road/ Hollywood Road intersection
- Design streetscapes/public spaces at Bolton Road/Marietta Road, Hollywood Road, and James Jackson Parkway

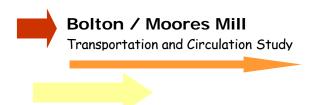


- Design and implement Paul Avenue greenway/community park linking Bolton Road and the Chattahoochee Greenway
- Create bicycle/pedestrian passageways from the following streets to James Jackson Parkway:
  - Bernard Road, George Street, West Main Street, Rosemary Street, Forrest Avenue, Church Street, Oakdale Street, and Burtz Street
- Work with The PATH Foundation to design and implement an extension of the Silver Comet Trail through the study area
- Create a greenway trail following the creek from Marietta Road north to connect with the south terminus of Sumter Street
- Create a greenway trail following the creek north from the northern terminus of Sumter Street to Adams Drive
- Create a greenway trail following the creek from Adams Drive across Bolton Road to connect with the Chattahoochee River and Greenway
- Create a short greenway/passage connecting the intersection of Chattahoochee
   Avenue and LaDawn Lane with Marietta Boulevard

#### 4.1.3 Transit Service

Currently, six MARTA bus routes service the study area. These routes are underutilized because of the lack of pedestrian amenities, limited schedules, and/or unreliability. An increase in usage of the MARTA system would improve traffic conditions and enhance the environment. The 2002 LCI recommends several enhancements for the transit network, which are further supported by this plan. These include:

- Work with MARTA to reroute current routes that use existing streets around Moores Mill Road
- Work with MARTA to increase transit frequency along the Marietta Boulevard/Bolton Road corridor (Routes 58 Bolton and 60 Hightower)
- Work with MARTA to increase frequency of service from Moores Mill Crossing to other major destinations in the City of Atlanta (downtown, Midtown, Lindbergh Center, and the planned West Highlands development)



Work with Cobb Community Transit to introduce service from Moores Mill
 Crossing to other major Cobb County destinations (Smyrna, Cumberland/Galleria)

#### 4.1.4 Traffic Calming

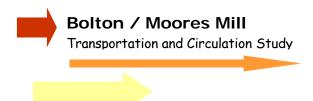
As shown on Figure 11 in Section 6, traffic-calming measures are recommended along Hollywood Road, Bolton Road, Marietta Road, and residential streets. James Jackson Parkway and Marietta Boulevard are arterial roadways, thus traffic calming cannot and should not be applied. Before the following traffic-calming measures are implemented, detailed analysis and design should be conducted.

The following traffic-calming methods are recommended throughout Hollywood Road and Marietta Road:

- Stop-controlled intersections at Hollywood Road and Smith Street/Felker Ward Street, Hollywood Road at Burtz Street, Marietta Road at La Dawn Lane, Marietta Road at Mauldine Street, and Marietta Road at Carroll Drive
- Speed monitoring (digital displays and/or flashing beacons) on northbound Hollywood Road just north of the railroad crossing, southbound Marietta Road just south of Bolton Road, and northbound Marietta Road just west of Maid Lane
- Installations of chicanes at mid-block locations on:
  - Hollywood Road between Spinks Street/Main Street and Peyton Road/ Oakdale Street
  - Marietta Road between Spring Avenue/existing bike path, existing bike path/ Mauldine Street, and Mauldine Street/La Dawn Lane
- Installation of a center islands on:
  - Hollywood Road between Smith Street/Main Street
  - Marietta Road between Spring Avenue/existing bike path

The following traffic-calming methods are recommended throughout Bolton Road:

 Speed monitoring (digital displays and/or flashing beacons) on eastbound Bolton Road just east of James Jackson Parkway, bidirectionally on Bolton Road just west of Paul Avenue, and on westbound Bolton Road just east of Barnett Drive



 Installation of center islands between Paul Avenue/Collins Drive, James Jackson Parkway/Main Street, and Marietta Road/Barnett Drive

The following traffic-calming methods are recommended throughout residential areas within the study area:

- Stop-controlled intersections
- Speed monitoring (digital displays and/or flashing beacons) on all peripheral approaches (i.e., westbound La Dawn Lane just west of Maid Lane)
- Installations of chicanes at mid-block locations on primary residential routes (i.e., Main Street south of Hollywood Road)
- Textured pavement in conjunction with intersection calming at primary intersections within residential areas (i.e., Forrest Avenue and Main Street)

#### 4.1.5 Intersections

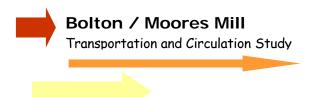
Alternate improvements were considered for each of the problem intersections and include potential realignment of skewed/obtuse approaches, updated traffic signal installation, and lane additions. Based on the analysis and community input, the following intersection improvements are recommended.

### 4.1.5.1 Bolton Road at Marietta Boulevard

In this concept, detailed on Figure 12 in Section 6, Adams Road is realigned with Marietta Boulevard to eliminate the existing hazardous approach. Sight distance is improved, left-turning maneuvers to and from Bolton Road are safer, and safe access to Adams Road is increased. The Adams Road approach to Marietta Road is realigned using a right in/right out connection. This minimizes excess traffic volumes on Adams Road in addition to traffic on Marietta Boulevard. Right-of-way acquisitions are reduced due to limited displacement of commercial properties. This recommendation also includes the relocation of the R.M. Clayton Plant entrance, in accordance with the company's current plans.

This improvement includes the following:

- Moores Mill Road/DeFoors Ferry Road extension
- A second exclusive southbound left-turn lane on Marietta Boulevard



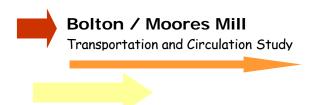
- A full-length exclusive left-turn lane on Bolton Road as it approaches Moores Mill Road
- Fully actuated interconnected traffic signal systems
- Pedestrian facilities, including lighted pavement markers, digital passage time displays, and crosswalks

The second exclusive southbound left-turn lane on Marietta Boulevard increases capacity and reduces queuing in the direction of the Chattahoochee River crossing. The addition of a full-length exclusive left-turn lane on Bolton Road as it approaches Moores Mill Road eliminates future conflicts with southbound left-turning vehicles on Marietta Boulevard. Also, for westbound vehicles queuing in the direction of Moores Mill Road from Marietta Boulevard, the change provides an alternate access point from the extension of Moores Mill Road onto Marietta Boulevard, potentially reducing queuing and delays throughout this segment. The Moores Mill Road and DeFoors Ferry Road extensions improve both vehicle and pedestrian connectivity with adjacent residential areas and to existing and future retail properties.

### 4.1.5.2 Bolton Road at Hollywood Road

In this recommended concept, shown on Figure 13 in Section 6, Hollywood Road is realigned with Bolton Road to eliminate the existing obtuse-angled approach. Sight distance issues are improved, left-turning maneuvers onto Bolton Road are safer, and Bolton Road is aligned in a more safe and continuous manner. Improvements include:

- An exclusive westbound left-turn lane on Bolton Road turning onto Hollywood Road
- Resurfacing and restriping at the intersection of Main Street and Bolton Road
- Fully actuated interconnected traffic signal systems
- Pedestrian facilities, including lighted pavement markers, digital passage time displays, and crosswalks



#### 4.1.5.3 Bolton Road at Marietta Road

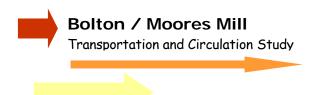
In this recommendation, detailed on Figure 14 in Section 6, Fisher Avenue is realigned with Bolton Road to eliminate the existing obtuse-angled approach. Sight distance issues are improved and left-turning maneuvers onto Bolton Road are safer. The primary benefits to this geometric concept are to facilitate land use activities and to improve connectivity within the study area. This recommendation includes the following components:

- An exclusive westbound left-turn lane on Bolton Road turning onto Hollywood Road
- Resurfacing and restriping at the intersection of Marietta Road and Bolton Road
- Fully actuated interconnected traffic signal systems
- Pedestrian facilities, including lighted pavement markers, digital passage time displays, and crosswalks

### 4.1.6 Truck Rerouting

Based upon feedback from the public, four truck route alternates were determined to be the most effective approaches to addressing heavy vehicle/truck traffic in the study area. Two alternate routes are recommended for the short term and should be implemented together. The other two alternatives are long term based on cost and the necessary coordination with Norfolk Southern. The recommended routes, as shown on Figure 15 in Section 6, are described in the table below.

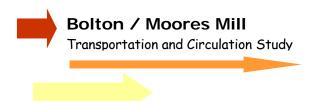
Recommended Heavy Vehicles Routes								
Truck Routing Recommendations								
Recommendations Description								
2a (short term)	This route will redirect traffic from traveling north on Marietta Road to Bolton Road to travel south to Perry Boulevard then to Marietta Boulevard. Improvements include updated signage prohibiting through truck traffic north on Marietta Road and intersection improvements at Marietta Road and Perry Boulevard and West Marietta Street at Marietta Boulevard.							
2b (short term)	This route should be used in conjunction with 2a. Improvements include updated signage prohibiting through traffic from accessing Bolton Road at its intersection with Marietta Boulevard.							



Recommended Heavy Vehicles Routes								
Truck Routing Recommendations								
Recommendations Description								
5a (long term)	This route will redirect trucks along a new roadway constructed within existing railroad right-of-way located to the west of Marietta Road and south of the residential area encompassing Main Street. It would provide direct access to I-285 and James Jackson Parkway; however, it would restrict access to Hollywood Road or any other interim residential roadway facility. Improvements include a new roadway (over Norfolk Southern railyard and flyover structure at Hollywood Road)/reconstruction (Marietta Road over CSX railyard) and interchange/intersection improvements at Bolton Road, James Jackson Parkway, and Marietta Road.							
5b (long term)	This route directs truck traffic from just north of the Norfolk Southern Intermodal terminal along Marietta Road to Marietta Boulevard/Atlanta Road via a proposed road along existing CSX right-of-way. Improvements include construction of connecting roadway between Marietta Road and Marietta Boulevard, implementation of various traffic control devices including updated signage, and traffic signal upgrades at the intersections of Bolton Road at Marietta Boulevard and Marietta Boulevard at the proposed roadway.							

Short-term mitigation can be achieved through the improvement of existing roadways and intersections, and signage prohibiting through traffic on residential roads (including Marietta Road and Bolton Road). Existing roadways could be utilized with minimal structural alterations and resurfacing. Long-term improvements include new roadways that will both enhance connectivity in and around the study area and provide shorter, more desirable routes for heavy vehicle traffic.

Since each of the alternate routes greatly impacts heavy vehicle travel, Norfolk Southern was provided copies of the proposed circulation routes. Conversations with Norfolk Southern have indicated their willingness to work with their drivers on routing, speed, and safety; however, no comments have been received regarding specific proposed routes. For successful implementation, the City will need to coordinate with Norfolk Southern to ensure that truck drivers are made aware of the preferred truck routes. Each of these recommendations also relies on enforcement of no through truck traffic on designated roads. This will necessitate a city ordinance allowing law enforcement to ticket truck drivers when traveling along these roadways, in addition to heavy coordination with local law enforcement, neighborhood organizations, and the City of Atlanta.



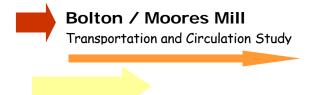
### 4.2 Relationship to 2002 LCI

The 2002 Bolton/Moores Mill LCI aimed at balancing land use, connectivity, and traffic circulation, and provided multiple insights in addressing traffic circulation problems. In particular, the following recommended alternates and approaches were directly influenced by information presented in the original LCI:

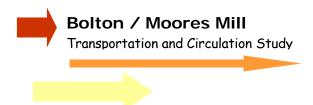
- Geometric concepts at Bolton Road and Marietta Boulevard
- Geometric concepts at Bolton Road and Marietta Road
- Geometric concepts at Bolton Road and Hollywood Road
- Heavy vehicle route alternate preparation
- Emphasis on advanced implementation of crosswalk facilities
- Traffic-calming applications throughout the study area

In addition, this study is dependent on action being taken on a number of other recommendations from the 2002 LCI study, including:

- Extend Moores Mill Road to and across Marietta Boulevard (henceforth referred to as "Moores Mill Extension")
- Extend DeFoors Ferry Road to Marietta Boulevard (henceforth referred to as "DeFoors Ferry Extension")
- Upgrade land use controls and zoning in corridor
- Enhance Bolton Road/James Jackson Parkway intersection
- Enhance Marietta Boulevard/Chattahoochee Avenue intersection
- Extend Macarthur Boulevard across Adams Drive to Maulden Street
- Extend Forrest Avenue northeast to connect with Paul Avenue
- Extend Paul Avenue across Bolton Road to connect with Claude Street
- Extend Collins Drive to intersect with Spink Street



- Extend Cook Street north across Spink Street to intersect with Claude Street at Lowe Street
- Extend Felker Ward Street to connect with the southern terminus of Main Street

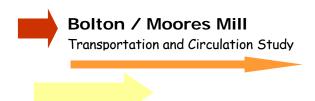


### 5. Action Plan

The project team solicited citizen and stakeholder input regarding relative priorities of the recommended projects. In addition, the project team considered the necessary logical sequence of related projects. The resulting recommended priorities are shown in the table below.

The first priority project is the Bolton Road at Marietta Boulevard intersection improvement. Not only has funding already been allocated for this project, this improvement project is the critical first step in improving traffic circulation for the entire study area.

Project Ranking and Recommended Priority											
	Community										
Recommendation	Average rank (when compared against all project types)	Number of Votes	Recommended Priority								
Intersec	Intersection Improvements										
Bolton Road/Marietta Boulevard Intersection Improvements	4	38	1								
Bolton Road/Hollywood Road/Main Street Intersection Improvements	6	35	8								
Bolton Road/Marietta Road Intersection Improvements	5	37	7								
Traf	fic Management										
Traffic Signal Inventory and Assessment	6	38	6								
Traffic Calming, Bolton Road	4	37	2								
Traffic Calming, Hollywood Road	7	38	9								
Traffic Calming, Marietta Road	5	44	3								
Traffic Calming, Adams Drive	8	37	10								
Heavy Vehicle Routes											
Heavy Vehicle Route #2	5	35	4								
Heavy Vehicle Route #2b	4	43	5								
Heavy Vehicle Route #5a	8	36	11								
Heavy Vehicle Route #5b	9	36	12								



In addition to the infrastructure projects, the following associated actions must also be undertaken.

- The City of Atlanta should coordinate with Norfolk Southern and other heavy vehicle stakeholders regarding recommended changes to heavy vehicle routing and corresponding roadway modifications.
- The City of Atlanta should take actions to implement the recommended truck prohibitions on designated routes. This will likely involve:
  - Coordination with City of Atlanta Public Works regarding placement of signage
  - Early coordination with the Atlanta Police Department regarding enforcement
  - Development of a city ordinance to prohibit through trucks on the designated road segments
  - Development and distribution of public information materials, particularly to heavy vehicle operators
  - Coordination with the City Council and committees for plan adoption

An action plan is included in the following pages and provides a breakdown of each project recommended as a result of this study. Each project is accompanied with a project description, cost estimate, implementation year(s), responsible party, and potential funding source. The table below provides a funding summary by year.

Project Summary								
Year	Total Project Costs							
2005	\$180,000							
2006	\$2,400,000							
2007	\$120,500							
2008*	\$240,000							
2009	\$1,640,000							
2010*	\$3,350,000							
2011	\$1,800,000							
2012	\$14,150,000							
2013	\$1,750,000							
Total	\$25,630,500							

<sup>\*</sup>Right-of-way costs for these years may increase overall projects costs.



Project ID	Description	Type of Improvement	PE Year	PE Costs	ROW Year	ROW Costs	Con. Year	Con. Costs	Total Project Costs	Resp. Party	Funding Source	Local Source	Match Amount
B-MB-3	Bolton Road/Marietta Boulevard Intersection Improvements	Intersection	2005	\$180,000	2006	\$700,000	2006	\$1,700,000	\$2,580,000	City of Atlanta	LCI	Quality of Life	\$516,000
TC-B-1	Traffic Calming, Bolton Road	Traffic calming	2007	\$20,000	2008	TBD	2009	\$200,000	\$220,000	City of Atlanta	LCI	TAD	\$44,000
TC-M-3	Traffic Calming, Marietta Road	Traffic calming	2007	\$20,000	2008	TBD	2009	\$200,000	\$220,000	City of Atlanta	LCI	TAD	\$44,000
HV-2b	Heavy Vehicle Route #2b	Signage	2007	\$1,500	n/a	n/a	2008	\$5,000	\$6,500	City of Atlanta	LCI	TAD	\$1,300
HV-2a	Heavy Vehicle Route #2	Roadway/ intersection	2007	\$65,000	TBD	TBD	2009	\$650,000	\$715,000	City of Atlanta	LCI	TAD	\$143,000
TSI 1	Traffic Signal Inventory and Assessment	Signal	2007	\$14,000	n/a	\$0	n/a	\$0	\$14,000	City of Atlanta	LCI	TAD	\$2,800
B-MR-2	Bolton Road/Marietta Road Intersection Improvements	Intersection	2008	\$150,000	2009	\$400,000	2010	\$1,200,000	\$1,750,000	City of Atlanta	LCI	Quality of Life	\$350,000
B-HM-1 <sup>8</sup>	Bolton Road/Hollywood Road/Main Street Intersection Improvements	Intersection	2008	\$85,000	2009	\$150,000	2010	\$750,000	\$985,000	City of Atlanta	LCI	Quality of Life	\$197,000

<sup>-</sup>

<sup>&</sup>lt;sup>8</sup> The City of Atlanta has already allocated funding for an intersection improvement project at Bolton Road and Hollywood Road through the Quality of Life Program. The project costs identified in this document incorporate both this funding and additional funding needs through the LCI Program.



Project ID	Description	Type of Improvement	PE Year	PE Costs	ROW Year	ROW Costs	Con. Year	Con. Costs	Total Project Costs	Resp. Party	Funding Source	Local Source	Match Amount
TC-H-2	Traffic Calming, Hollywood Road	Traffic calming	2009	\$20,000	2010	TBD	2011	\$200,000	\$220,000	City of Atlanta	LCI	TAD	\$44,000
TC-A-4	Traffic Calming, Adams Drive	Traffic calming	2009	\$20,000	2010	TBD	2011	\$200,000	\$220,000	City of Atlanta	LCI	TAD	\$44,000
V-#5a	Heavy Vehicle Route #5a (cost does not include rehabilitation of existing bridge)	Roadway	2010	\$1,400,000	2011	\$1,200,000	2012	\$14,000,000	\$16,600,000	City of Atlanta	LCI	TAD	\$3,320,000
HV-#5b	Heavy Vehicle Route #5b	Roadway	2011	\$200,000	2012	\$150,000	2013	\$1,750,000	\$2,100,000	City of Atlanta	LCI	TAD	\$420,000

### Section 6

Figures

## Appendix A

Summary of Public Involvement Program